and until the consolidation of brewing interests by English capitalists offered an opportunity for disposing of his brewery upon advantageous terms. After the sale of this plant and its good will to the new corporation, Christopher and Julius Winkelmeyer continued their connection with it as manager and assistant manager, respectively, of the plant, but Mr. Straub, refusing flattering offers to associate himself with the amalgamated brewing interests, severed his connection entirely with a business in which he had been conspicuously successful, and which had rewarded him with a handsome fortune. In 1890 he again visited Europe with his family, and remained abroad eighteen months, making a tour of the principal cities of the Old World, in the course of which he combined business with pleasure, and made a careful study of the banking methods of London, Paris, Berlin and other financial centers, and of the financial systems also of the several countries which he visited. Late in the year 1891 he returned to St. Louis, and devoted himself to financial affairs and the banking interests with which he had previously been identified, until his death, which occurred May 23, 1898. He had been called upon, in 1886, to take charge of the affairs of the International Bank, an institution which, at that time, was not in such condition as to satisfy its stockholders and directors. A reorganization of the bank resulted in Mr. Straub's election to the pressidency, and he soon demonstrated that he had a genius for financiering by re-establishing the bank on a sound basis, and so conducting its affairs that it grew rapidly into popular favor. It has since become one of the leading monetary institutions of the city, has important foreign connections and wields a large influence in financial circles. As a banker he showed himself a capable and public-spirited financier, as well as the careful conservator of the interests which were in his keeping, and he was the trusted counselor of many of the men whose commercial and manufacturing enterprises were developing St. Louis into one of the great trade centers of the United States. He was president of the German Fire Insurance Company of St. Louis, from 1886 to 1890, and identified officially and otherwise with many enterprises and public movements, which have been of great benefit to the public and to the trade and commerce of St. Louis. From 1883 to 1887 he served as a member of the city council, but with this exception held no official position other than such as were incidental to his business enterprises. He took a good citizen's interest in political affairs, acting with the regular organization of the Democratic party until 1896, in which year he acted with the "gold standard" wing of that party. His connection with fraternal organizations was limited to membership in the Masonic order. Mr. Straub married, in 1873, Miss Julia S. Winkelmeyer, daughter of Julius Winkelmeyer, of St. Louis, the founder of the Winkelmeyer brewery.

Street Commissioner.—An officer appointed by the mayor, and holding office for four years. He has special charge of the construction, reconstruction, repairing and cleaning of the public streets, alleys and places, excepting parks. The office was created under the first city charter, in 1823, which provided for two commissioners. The first two occupants being John Bobb and Joseph C. Laveille.

Street Names.—Although St. Louis became an incorporated city December 9, 1822, it was not until four years later that the streets were regularly named. Before then they were Rue Principale (Main), Rue de l'Eglise (Church), and Rue des Granges (Barn). The width of each of these was thirty-six French feet of thirteen inches to the foot, or thirty-nine feet of our measurement. The cross streets running east and west were thirty French feet in width, and the blocks 240 feet front, running back three hundred feet. Market Street was La Rue de la Place; Walnut, La Rue de la Tour, etc. In 1826 an ordinance was passed naming the streets north of Market as follows: Chestnut, Pine, Olive, Locust, Vine, Laurel, Prune, Oak, Cherry, Hickory, Pear, and Willow; south of Market: Walnut, Elm, Myrtle, Spruce, Almond, Poplar, Plum, Cedar, Mulberry, Lombard, Hazel, and Sycamore. Commercial Alley, between Main and Second, or Church, was the back door, as it were, to the business places on those two streets. Market Street took the name, of course, from the market which was at Main, growing into the principal shopping street. Laurel became Washington Avenue; Prune became Green, and afterward Lucas Avenue; Oak became Morgan; Cherry became Franklin Avenue; Hickory, Pear and Willow be-

came Wash, Carr and Biddle respectively. Hazel is now Chouteau Avenue; Mulberry is Gratiot; Myrtle is Clark; Almond is Valentine; Lombard is LaSalle; and Sycamore is Convent. Up to March 22, 1893, Chestnut Street was spelled with but one "t." At the foot of an ordinance of that date is a note: "Spell Chesnut Street Chestnut Street." The western limits in 1826 were east of Fifth Street, the northern Franklin Avenue, and the southern Chouteau Avenue, but the bulk of the population was nearest the Mississippi River. Fourth Street, which was not known up to 1819, ended at Elm. In February, 1839, the limits were extended on the west to Seventh Street, south to Rutger, and north to Biddle. Very little new territory was thus added, say, five or six blocks, but the lines were more shapely drawn. Again, in 1841 the limits were broadened to include the territory lying between Dock (North Market), taking in the towns of North St. Louis, St. George, Central St. Louis village, and a number of additions south of Rocky Branch, and Wyoming Street, on the south, and one hundred feet west of Second Carondelet Avenue, on the west—total area, four and one-ninth square miles. A little book published in 1846 by W. D. Skillman, bookseller, opposite the Planters' House, gives the names and bounds of all the streets, 151 in number, and it is curious to note how few of them bear the names of the earliest comers. Among these, however, are Barton, Bates, Bent, Benton, Clark, Duchouquette, Easton, Gratiot, Hempstead, Howard, Labadie, Lesperance, Lucas, McGirk, Menard, Morrison, Mullanphy, Papin, Picotte, Provenchere, Rutger, Saugrain, St. Ange, Stoddard, and Trudeau. Chestnut then ran to Eleventh, as did Pine and Walnut. In 1855 the limits were extended, making Keokuk the southern, 660 feet beyond Grand Avenue the western, and Grand Avenue where it intersects Bellefontaine Road the northern limits, taking in the town of Bremen and the villages of Florence and Highlands, as also Union, Stoddard, Bryan's, and a number of other additions. In March, 1872, the city limits were advanced west and south to embrace Tower Grove, Forest and O'Fallon Parks, but two years later the Legislature restored the western limits to 660 feet west of Grand Avenue. In August, 1876, by the "Scheme and Charter," under which the city is now governed, the limits of 1872 were restored and extended, taking in Lowell, Rock Springs, Cheltenham, Fairmount, Rose Hill, Cote Brilliante, etc. At the same time the city of St. Louis was separated from the county and relieved of the dual government, the remainder of the old county being left to establish a county seat, elect its own officers, collect its own taxes, and do for itself in all matters.

The fact that the western boundary line was fixed 660 feet west of Grand Avenue, (and not in the middle of it) recalls the opinion prevailing then that the thoroughfare would become improved with fine and costly residences, and its abutting grounds would enhance greatly in value; so that, if the city limit lay in the middle of the thoroughfare, the lot owners on the east side of it would be harassed with all the city taxes, while those on the west would, although equally benefited, be subject only to the nominal burthen of county farm tax rates. The 660 feet line was intended to provide a just equalization of the local tax liabilities.

The streets and avenues now carrying names which perpetuate the oldest pioneer history of the valley and city are, besides those already given: DeSoto, Laclede, LaSalle, Chouteau, Carondelet, DeTonty, Lami, Conde, Cerre, Cabanne, Montgomery, Ivory, Garnier, Hebert, Hubert, LaDuc, Morgan, Le Beaume, Paul, Cardinal, Ranken, Penrose, Sarpy, Soulard, Berthold, Dodier, Tamm, Tesson, and O'Fallon. Rutger is properly Rutgers, named for Abend Rutgers, who immigrated here from Holland in 1800. Wash, Carr, Christy and Lucas represent four of the half dozen men who, at one time, owned nearly the whole of St. Louis; Ashley, William H. Ashley, Lieutenant-Governor and member of Congress; Finney, John Finney, who came here in 1821; Gamble, Archibald Gamble, alderman and politician; and Morgan Street, which was in existence in 1818, was probably named for Colonel George Morgan. Papin, originally Lombard Street, was named for Theodore Papin: Murdock and Dickson for John J. Murdock and Charles K. Dickson, who, with Henry Stoddard, established Stoddard's Addition. Palm Street was so named for William Palm, a prominent German who served in the city council in 1849-50-1, established locomotive building in St. Louis and left a handsome legacy to Washington University. Howard Street was named in honor

of Benjamin Howard, Territorial Governor, 1810-12; Walsh, for John B. Walsh, first mayor of Carondelet; Paul, for Rene Paul, the first city engineer. The names of some other streets represent the Russels, Kennerlys, Kennetts, Loughboroughs, Ewings, Barrets, Von Phuls, McNairs, Kaysers, Dillons, Clemenses, Skinkers, McReas, Gays, Wests, Taylors, Januarys, Maffitts, Garesches, Maurys, Donovans, Espenschieds, etc.

In 1816, Colonel William Chambers, of Louisville, Kentucky, purchased of Louis Le Beaume a tract of land, 374 acres, running north from the Big Mound to Rocky Branch. He afterward took as a partner Major William Christy, son-in-law of Major Wright, U. S. A., and they proceeded to lay out the town of North St. Louis. Le Baume Street was named after the gentleman from whom the purchase was made; Chambers Street after the purchaser; Wright after Major Wright, and Tyler after Robert Tyler, who married Colonel Chambers' only child, Mary Lawrence Chambers. Rocky Branch, the northern limit to this addition, gave the name to Branch Street.

Baden was laid out by George Buchanan, E. C. Anglerodt, N. N. Destrahan, and Ed. Mallinkrodt, for all of whom streets were named, as also for the town itself. Thomas Collins, in 1839, laid out ten blocks on the west side of Second Street, between Mound and Chambers Streets. Collins Street takes its name from this gentleman. Another addition was made by Collins on both sides of Brooklyn from Broadway to Ninth, in 1845, and two years later by Collins and Susan Le Beaume, from Ninth to Eleventh, between Brooklyn and Tyler. Moore Street is named for Robert Moore, who laid out, in 1840, an addition on both sides of Mound Street, from Broadway west. Union Addition, consisting of fifty four city blocks, between North Market, Hebert, Sixteenth and Jefferson Avenue, was dedicated in 1848 by John O'Fallon, L. A. Le Beaume, L. A. Benoist, Josiah Dent, Albert Todd, John R. Shepley, Samuel Knox, B. B. Dayton, and others. St. Louis Place, a park of about fifteen acres, was reserved to the city as a pleasure resort. Knox, Dayton, and several other streets are comprised in this tract. The town of Lowell, embracing forty blocks, added to St. Louis by the "Scheme and Charter" of 1876, was incorporated in 1849 by E. C. Hutchinson—for whom Hutchinson Street is named. Carr Street was named for William C. Carr, for whom was also named Carr Place.

In January, 1898, St. Louis had 962 streets, boulevards, avenues, and other named thoroughfares. Besides new streets, many changes from time to time have been made in the nomenclature of the old ones, and scores of the latter have disappeared altogether. As the streets east and west, and north and south were opened into one another, they took on continuous titles. In a single ordinance—March 22, 1882—nearly two hundred changes were made, and by others the next year one hundred and fifty more. Thus, to what was before Third Street was added Jackson, between the Arsenal and Rutger Street on the south, as also the old Broadway between Christy, now Lucas, Avenue and the northern extension of Fifth Street. Broadway, in addition to the old Fifth Street, took on Main Street between the southern limits and Jefferson Avenue, Carondelet Avenue to Park Avenue, and in the northern section Bellefontaine south to the old Broadway terminus. It would be tedious to follow all the changes, some of them perplexing to the people living along the thoroughfares, especially where Eighth became Ninth, Eleventh became Thirteenth, and so on, in numerous instances. But there had been much confusion before. Carondelet, Manchester, North St. Louis, Baden, Lowell, Bremen, Bridgeton, Rinkleville, Elleardsville, and others had their separately named streets, and there was consequently much duplication when the big city absorbed them in its corporate maw. Thus, Carondelet Avenue—named for Baron de Carondelet—has, like the name of the old town itself, disappeared from the city records and gone entirely into history, giving place to the metropolitan and presumptuous title of Broadway. Christy Avenue is now Lucas; Lucas Place, Locust Street; Bogy is a part of Brooklyn; LaBarge is Maple. Claggett is St. Louis Avenue; Myrtle Street, Clark Avenue; Cherry is swallowed in Franklin Avenue; and Almond is Valentine. Beckwith, Rosetti and Stoddard are merged in Eleventh; Buel, South and Valle in Tenth; Parsons, named for Lewis B. Parsons, afterward General Parsons, is now North Market; Pratt Avenue is part of Ohio; Picotte, of Russell; Guion, of Davis; Renard, of Carr Lane Avenue; Ulrici, part of Nine-

teenth; Wilkinson, of Theresa; MacKenzie Avenue is Virginia; Hecker, part of Eighteenth, and so forth.

It is not strange that new names for old streets are slow in application, so that, while the street west of the Levee is officially First Street, most people persist in calling it Main. It was a good while before citizens in the central part of the business section became accustomed to Broadway, in place of Fifth. The Broadway of the "forties" and "fifties," by the way, ran from Washington Avenue north along the then fashionable shopping thoroughfare on Third Street, opposite the old Broadway Market. So Beaumont Street, and Leffingwell, Ewing, Garrison, Compton, Leonard, Channing, and Ware Avenues are still known as such, instead of Twenty-seventh, Twenty-eighth, etc. This numerical naming and the running through of streets have gradually reduced the total, as already shown. The names of 280 have become obsolete in recent years, obliterating for future time some that should have remained in that part of history, and which are not too well remembered even now; whereas there are hundreds which note no history or biography and convey no meaning to the general public. Thus, nearly sixty carry such feminine and fanciful names as Bessie, Carrie, Nellie, etc., many bearing a delicate honor to respected ladies of the times, but whose identity is in most cases lost or confused. So with the masculine names like Alfred, Algernon, Edward, Edmund, etc. Angelica Street was named after the wife of that worthy citizen, James E. Yeatman. In 1856 Dr. John Gano Bryan made an addition of fifty-seven blocks, between Grand and Prairie Avenues, from Hall Street to Penrose, and every member of his family was remembered in the names of the streets. Hence came Eveline, named for his wife; John, Gano and Guy, for his sons; Maria, his daughter—afterward the wife of J. H. Obear; Obear, for his son-in-law; and Emily, for another daughter. Carrie Street was named after a daughter of Colonel John O'Fallon, who married Dr. Charles A. Pope, the distinguished surgeon, and whose name is perpetuated in Pope Street; Clarence, after a grandson of Colonel O'Fallon. Luther was named after Luther M. Kennett; Sarah was named, according to good authority, after Mrs. Sarah Obear, although the honor is also claimed for Mrs. Nathan Coleman and Mrs. E. F. Berkley; Josephine was called after a member of Colonel James B. Eads' family; Julia undoubtedly for Mrs. Julia Maffitt, sister of Charles P. Chouteau. The poetic or romantic idea takes form in such streets and avenues as Cote Brilliante, Glades, Belle Glade, Glendale, Aurora, Beauty, Dale, Ashland, Rosedale, Ellendale, Ellwood, Lindenwood, Parkland, Itaska, Vista, Fairmount, Fairview, Belleview, Fountain, Arcade, Esplanade, Arlington, etc. A dozen or more have Indian names. The Atlantic Ocean, and the rivers, Mississippi, Missouri, Arkansas, Ohio, Rappahannock, Potomac, Juniata, Osage, Gasconade, Meramec and Chariton, are represented by street names. So with twenty-seven of the States, the youngest, Utah, being a street nearly four miles long. Besides these, Delaware and Maryland have half a representation each in Delmar Avenue, which is named for both of them. Named for, or at least bearing the names of, eminent statesmen, soldiers, commanders, patriots, historians, poets and scientists are: Audubon, Bancroft, Bayard, Bismarck, Cass, Clay, Clayton, Clinton, DeKalb, Emmet, Farragut, Franklin, Grattan, Hancock, Harney, Humboldt, Kosciusko, Kossuth, Lafayette, Penn, Longfellow, Marion, Milton, Prescott, Putnam, Randolph, Schiller, Scott, Sheridan, Tennyson, and Webster. Truth compels the statement, however, that some of these names have also been borne by persons less renowned in the world's history than in that of this town. There is a Byron Street, but it was probably named after Byron Cates. So Marmion does not perpetuate Scott's poem, but an army officer who married Beatrice Paul. There is a Gibbons Street, but its eponym was probably a coal miner on the Gravois. Not many years ago there was a Garibaldi, but now it is Newhouse. Pestalozzi, named for the distinguished German educator, Johann Heinrich Pestalozzi, has its rise in the brewery district down town. Presidents Washington, Jefferson, Madison, Monroe, Van Buren, Pierce, Grant, Garfield, and Arthur are represented. Adams was named for neither John nor John Quincy, but for Calvin Adams, who came here from Connecticut at the close of the last century. Buchanan Street was so called not for the "Sage of Wheatland" but for George Buchanan, one of the incorporators of the town of Baden. Polk Street was named for Trusten Polk,

Governor and Senator; Cleveland for the Ohio city. Tyler Street was named for Robert Tyler, son-in-law of Colonel William Chambers, who laid out the town of North St. Louis. An amusing incident is recalled by the mention of this street. The Whigs who got control of the city after the first Harrison's election were greatly incensed at the defection of Vice-President Tyler, and supposing that Tyler Street was named in honor of John Tyler, changed it to Harrison; but in later years, discovering their error and there being two Webster Streets, designated one of these Tyler. Missouri Senators and Representatives are remembered in streets and avenues, as Barton, Benton, Blair, Geyer, Linn, Polk, Vest, Allen, Blow, Kennett, Hogan, and Wells. Two ex-members of presidential cabinets, Bates and Francis, and besides Francis, seven ex-mayors, Carr Lane, Mullanphy, Daggett, Darby, Barry, Krum, and Noonan, are on the list. Several street names have been transplanted from elsewhere, as Broadway, from New York; Euclid and Prospect Avenues, from Cleveland; Wabash, from Chicago; Beacon and Commonwealth, from Boston; Mercy, from Philadelphia; and Unter den Linden, from Berlin. Germany gives us Alsace and Lorraine, Baden, Bremen, and Berlin. Parnell and Athline are contributed by Ireland; by England, Albion, Canterbury, Cheltenham, Kensington, Fairfax, Newstead, Picadilly, Westminster, Westmoreland, Windermere, Windsor, Wicklow, Melrose, Devonshire, Dover, Drury Lane, Nottingham, Norfolk and Manchester. Cleveland, Frisco, San Francisco, Sacramento, Louisville, Richmond, Hartford, Portland, and Quincy may fairly be claimed for America. Garfield was formerly Boston; the nearest to it now is Plymouth. Liberty and President may likewise be placed among the strictly American streets, while Capitol is suggestive in the same direction, and Mt. Vernon and Hermitage are not far behind. Antelope and Deer are reminders of trails, rather than streets. Many of the streets and avenues take their names from the location in which they are or were situated, as Arsenal, Dock, Bamberger (Grove), Bellefontaine and Calvary (Cemeteries), Cave (English's), Botanical (Shaw's Garden), Convent, Chain (of Rocks), Ferry (Carondelet), Magazine and Powder (powder works), Mound, Park and Lafayette (Parks), Vulcan (iron works), etc. Prairie Avenue, formerly Bryan Avenue, a part of which is now Tiffany, runs from Chouteau Avenue and Twentieth to Gravois Avenue, and was in early days a fine pasture land. Sulphur Avenue derives its title from the mineral springs in the western suburbs. Iron Street represents the Iron Mountain Railroad; Cambria, the now dismantled Carondelet iron works. Merchant, Marceau, Cintra, and many others, have either doubtful significance, or none at all. The fields of Buena Vista, Sacramento and San Jacinto are commemorated, but no battles of the Civil War. Grand Avenue was so named by Josiah Obear, who platted and subdivided the land through which it was originally laid out. H. W. Leffingwell, the pioneer real estate man, also aided in promoting this improvement, and Leffingwell Avenue was named in his honor. College Avenue owes its origin to College Hill, in North St. Louis, owned by the Jesuits, where Catholic priests went into retreat for devotion and study. Cote Brilliante was dedicated by Charles Gibson, James C. Page, and Felix Coste in 1853. Cote Brilliante is a French appellation, but not derived from the French era. By early French settlers, the pretty little mound was known as "La Mamelle," a descriptive designation quite correct physically, but to English ears not so delicate as that substituted by Messrs. Coste and Gibson. Streets and avenues carry the names of St. Alphonsus, St. Anthony, St. Charles, St. Dennis, St. Ferdinand, St. Joseph, St. Louis, and St. Vincent. The seasons are represented in Spring, Summer (Thirteenth), Autumn, and Winter.

The craze for naming parts of streets "Places" set in soon after Vandeventer Place was laid out, along which now runs Vandeventer Avenue. It was named for J. and W. Vandeventer, who were clothiers at Main and Washington Avenue in the "fifties." Even as early as that it was forseen that westward the star of advancement would take its way. De Hodiamont Avenue was named in honor of Emanuel de Hodiamont. In the French times he was said to be "Baron" de Hodiamont, not "Count," as he was called later. Whether one or the other, however, his was probably the only authority for either title. He was a rude, common farmer, a hard field worker, and parsimonious to a degree. On coming to St. Louis, he located six miles from the court house, but on land now within the

city limits. The stone mansion built and occupied by him is still standing and used as a residence. The "Count" died many years ago. DeGiverville commemorates another French count. Beaumont Street—Twenty-eighth—is named for a distinguished French physician, Israel G. Beaumont, who made St. Louis his home. Goodfellow Avenue takes its name from David F. Goodfellow, who came here at an early date from Belfast, Ireland, and died here in 1858. Salisbury Street was named after Captain Philander Salisbury, who came to St. Louis early in the "thirties" and who afterward commanded a company of Missouri troops in the Mexican War. McLaren Avenue and Switzer Street were named for two sons-in-law of Dr. Jennings, who owned a large tract at Jennings' Heights; Hornsby and Gwinton Streets after families residing in that neighborhood; Whitman, for J. T. Whitman, long superintendent and commissioner of water-works, a brother of Walt Whitman, the poet; Bissell, for Capt. Lewis Bissell, of Bissell's Point; Boyle, for a highly respected Methodist minister, father of Judge Wilbur F. Boyle; Boyce, for the judge who married a Mullanphy; Hall and Stockton Streets, for two physicians, who laid off Lowell Addition; Biddle, for Major and Mrs. Ann Biddle; Dunnica, for a popular steamboat captain; Tholosen, for J. S. Tholosen, a member of the family of Charles Sanguinet; Garrison, for Oliver and D. K. Garrison, who laid out Garrison Addition; Hamilton, for Hamilton R. Gamble; McCune, for Captain John S. McCune, long identified with river interests; McPherson Avenue for William M. McPherson, president of the Keokuk Packet Line; Page, for Daniel D. Page, alderman and banker; Bacon, for Henry D. Bacon, partner of Page and promoter of the Ohio & Mississippi Railroad; Simpson, for Dr. Robert Simpson, old postmaster, ex-army officer, etc.; Reber, for Samuel Reber, long a judge of the court of common pleas; Farrar, for Dr. Farrar, father of John, Benjamin, James, and General B. G. Farrar; Lindell, for Peter Lindell, who, with two brothers, came to St. Louis in 1811; Dalton, for Richard Dalton, once city marshal, noted for his memory of St. Louis men and events; and Devolsey, for an addition in 1848 of four blocks on Gravois Avenue. Gravois Avenue, by the way, was an old road to the coal mines, the name signifying "pebble." Keber Street was named for a confidential agent of Colonel O'Fallon; Doddridge, after Doddridge Hornsby; Kenrick, for the Catholic archbishop; Talmage (A. A.), Soper (A. W.), McKissock (T. M.), distinguished railroad managers; Primm, Wilson, judge of the criminal court; Hill, Dr. F., alderman, etc.; Bircher, the "leech doctor," who became wealthy and once owned the Laclede Hotel; Bell, Daniel W., prominent merchant; Bittner, an old German gardner; and Marcus, for Marcus A. Wolff. Compton Hill Addition was established in 1854 by Mayor John S. Thomas, and the avenue was named for his wife. Robbins' Lane, which crosses Washington Avenue at No. 1627, from St. Charles to Lucas Avenue, was named after Samuel Robbins; Hicks Street, of uncertain origin and once of doubtful fame, is now an alley running from Olive Street to St. Charles Street, between Seventh and Eighth. The oldest inhabitant can give only a vague idea of how King's Highway, now King's Highway Boulevard, came to be so called. The road was probably a continuation of King's Trace, in Jefferson County, running north from the Joachim, or "Swashin." Along this there had been an Indian trail, skirting the forest west of the prairie land, in the direction of a portage on the Missouri River, a way many miles shorter than by the Mississippi River bank. The Indian trail became trace, then King's Trace, then King's Highway. It never, until recent years, justified the high-sounding title.

A recital of the nature of this article must necessarily become tedious, but the following should not be omitted in the list of persons for whom streets, avenues and places have been named: Rufus Easton, William Glasgow, Joseph Charless, Henry Shaw, George Partridge, Fred. C. Billon, Charles L. Hunt, B. M. Alexander, Martin Thomas, Ed. Haren, E. R. Mason, John Whitnell, General Bowen, James L. Sweringen, George Thatcher, Mary C. Hereford, Samuel Eager, Walker R. Carter, J. B. Maurice, Francis Coleman, Ed. M. Tesson, David Nicholson, Mary F. Scanlan, Asa B. Ecoff, J. A. Eiler, Christian Koeln, John Kittenreiner, Adam M. Mills, John Hall, Peter J. Hurck, M. M. Marmaduke, Henry J. Wise, C. C. Carroll, Robert Clarkson, James Ham, William A. Lynch, John Ford, John Lux, F. W. Beckwith, N. Blaine, Robert Campbell, A. H. Evans, George W. Atchison, J. W. Kingsbury, Edward Mead, J. G.

Prather, Charles Semple, William Waddingham, Charles Coutts, T. B. Targee, Peter Miller, A. F. Bird, Benjamin Hickman, Miles Sells, D. P. Slattery, Ira Stansbury, Fidelio C. Sharp, Sylvester Laflin, Pierce C. Grace, William J. Lemp, Bernard Poepping, M. W. Warne, Ed. Breden, D. D. Mitchell, Thomas R. Axtell, Robert Barnes, Philip Zepp, and so on. Pitzman, Bischoff, Rauschenbach, Bleeck, Macklind, Emerson, Cozzens, and Klemm were named for gentlemen prominent in the street department. Anderson, Belt, Elliott, Obear, Harper, Leffingwell, and Wade are named for well known real estate dealers.

There were, at the date of the last report of the street commissioner, April, 1898, 413 miles of streets improved, and 555 miles unimproved. Some of the longest are Broadway, 178 blocks; Grand Avenue, 124; Eleventh, 111; Seventh, 101; Eighth, 100; Fourteenth, 99; Sixth, 94; Twelfth, 94; Market, with its Manchester continuation, 92; Thirteenth, 86; Fifteenth, 83; Eighteenth, 78; King's Highway, 74; Jefferson Avenue, 73; Compton Avenue, 72; Seventeenth, 70. The streets with the shortest names are A and B, which run north and south from Eichelberger Avenue, No. 3901, to Walsh Street, with a block between. This avenue has a long name compared to A and B, but it runs forty-odd blocks in South St. Louis. By the way, Short Street is thirty-six blocks long. In length of name, Eichelberger is rivaled by Duchouquette and Rauschenbach.

Street Railway Convention.—The American Association of Street Railway Managers held one of its most interesting meetings in St. Louis, in October of 1885. At that meeting electricity as a motive power was carefully considered, with the result that there was a preponderance of opinion among the delegates to the effect that its general application to the operation of street railways was impracticable. The few who then contended that electricity would revolutionize street railway traffic have seen their expectations more than realized.

Street Railways.—The facilities for rapid transit in St. Louis are unequaled by those of any other city in the world. The rapidity and safety of the service, the systematic transfer plan, the penetration of the most remote suburban districts, and the almost uniform excellence of the cars used, excite favorable comment from all visitors, and combine to aid in the city's steady growth. The number of passengers carried annually exceeds 100,000,000, having more than doubled within twelve years. Less than forty years have elapsed since the first horse car made its appearance in St. Louis, and rapid transit, in the modern sense of the term, was first introduced less than thirteen years ago. The first recorded attempt at transportation facilities of any kind was made in 1830, when an omnibus was secured and an attempt made to induce the people to ride in it. The necessary patronage was not, however, forthcoming, and it was not until 1845 that Erastus Wells and Calvin Case succeeded in establishing an omnibus line. Regular trips were made from the old Planters' House to the Arsenal; another from the National Hotel to the same point; a third from the National to the northern portion of the city, with others to Camp Springs and the Prairie House. In 1850 Messrs. Robert O'Blennis and Lawrence Matthews became associated with Messrs. Wells and Case, and a consolidation was effected. Contemporary records placed the number of omnibuses at ninety, and the number of horses at 450.

On May 10, 1859, the Missouri Railway Company was organized, with a capital stock of $100,000. Erastus Wells was the originator of the movement, and the first president of the company. Tracks were laid on Olive Street, between Fourth and Twelfth Streets, and thus was commenced the work of building the street railways of St. Louis. On July 4, 1859, the first car was run, Mr. Wells handling the reins. The car was of Eastern construction, and excited much admiration, although of a size and type discarded many years ago. Very large crowds watched the initial trip, which was made under evident and manifold difficulties, and then only to Tenth Street, the two other blocks of track not being ready for service. The novelty attracted general attention, and the number of passengers hauled far exceeded expectations. Three other street railway companies were incorporated in 1859, the St. Louis, the Citizens' and the People's. The St. Louis Railroad was constructed on Broadway, from the existing northern limits to Keokuk Street. The Citizens' was at first a continuous single-track road, running on Fourth Street, Franklin Avenue, Garrison Avenue and Morgan Street.